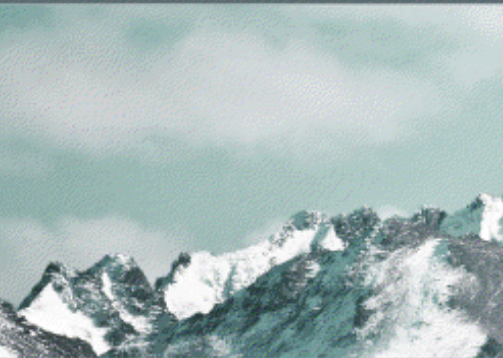


AIRTIMES

A TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT PUBLICATION



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AIRPORT MANAGER'S CORNER

Summer 2014



Tourist season is here. Our seasonal carriers are back and our year round carriers are adding flights. It looks like it is shaping up to be another great summer for the passenger and tourism business

here in Alaska. One note of caution for those of us who live here, if you have gotten in the habit of coming out to the airport at the last minute and enjoying your mobile device check in and short screening lines and briskly walking to the gate to board you may find yourself stressed if you are departing during the red-eye bank between 10 pm and 2 am. There will be times when every gate is occupied and that means large numbers of passengers going through screening. No matter how that is done it does take some time. Of course you may be signed up for pre-check but I suspect even that line will get long this summer.

On the cargo side we are still not recovering but there are some indications that there is a positive future. Right now we are working with all our carriers to keep our costs down to ride this out.

As always if you want to enhance your travel experience come to the airport early and eat at one of our great restaurants and then shop for a book or souvenir to take outside with you. If you have any suggestions or comments you can pass them on to us at www.anchorageairport.com

Have a great summer,

Cheers!
John Parrott



LAKE HOOD MASTER PLAN UPDATE

Lake Hood Seaplane Base has been serving Alaska's general aviation needs for generations and is beginning the Lake Hood Master Plan Update process. The Master Plan Update is intended to provide a comprehensive evaluation of Lake Hood Seaplane Base and provide a blueprint for responsible airport development and operation for the next 20 years. The study will include an analysis on an inventory of existing facilities, demand forecast, facility requirements, alternatives analysis, environmental and socioeconomic conditions, and a financial plan.

Lake Hood Seaplane Base held a Master Plan Update project kick-off meeting to receive early input into the scope of the master plan on Thursday, May 15, 2014 at the Alaska Aviation Museum. The agenda included a Master Plan introduction, opportunity for local residents and the aviation community to discuss topics for consideration in the upcoming Lake Hood Master Plan Update, and the project's next steps. Public involvement is critical and there will be multiple opportunities to participate and make your voice heard in the coming months, especially as things get into full swing through the winter and spring 2014-2015.

Lake Hood Seaplane Base is an integral part of our Alaska community, lifestyle and heritage, offering general aviation access and facilities right in the heart of Anchorage. It provides vital transportation links to Alaskans and offers unparalleled opportunities to experience the wonder of our state for locals and visitors from around the world. General Aviation embodies the true spirit of Alaska and we are proud of its rich heritage and vibrant future. This Master Plan Update will facilitate informed decisions on how to best prepare the Airport to continue to serve as the world's largest and busiest seaplane base for now and years to come.

Your participation is encouraged in this Master Plan and we hope you will be a part of the process. To receive updates on the upcoming Lake Hood Master Plan:

- Visit the Anchorage Airport Website at www.anchorageairport.com
- Sign up for GovDelivery at www.anchorageairport.com to have notices about the Lake Hood Master Plan delivered to your email



LAKE HOOD

SERVING ALASKAN'S GENERAL AVIATION NEEDS FOR GENERATIONS

HEAR MORE ABOUT THE LAKE HOOD MASTER PLAN PROCESS

The Master Plan will serve as the blueprint for responsible future development of Lake Hood and address the needs of its users.

To receive updates on the Lake Hood Master Plan:

- Visit the Anchorage Airport Website at www.anchorageairport.com
- Sign up for Gov Delivery to have notices about the Lake Hood Master Plan delivered to your email
- Contact the Lake Hood office at 266-2410

Ted Stevens Anchorage International Airport
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Article by Teri Lindseth, ANC Planning Manager

ANCHORAGE OPERATIONS – ANC CONSTRUCTION UPDATE



Just as the appearance of the Airfield Maintenance paint truck crew, the seasonal carriers beginning operations into ANC and the Great Alaskan Aviation Gathering are all signs of spring and summer, so is the beginning of airfield construction. This year is no different and a busy construction season it will be. We have three major projects taking place this season and each will have an impact on the entire airport that we all hope will be short and minimal.

We started the projects this year with the north/south Phase of TXL Echo 2. This is the taxilane that runs along the C Gates. This work began on April 21 and is scheduled to be complete June 12. Upon completion of the TXL, the contractor will move to TWY Mike and begin a reconstruction of this taxiway. This Phase will begin on June 15 and complete approximately July 05.

Also taking place concurrently with the taxiway projects is work on RWY 7R. This work will commence May 05 and complete June 25.

As the ANC construction process of removing old gray asphalt and replacing it with new black asphalt continues on, the last stop will be RWY 7L. The western third of the runway (3500 feet) will be reconstructed starting July 01 and concluding October 15.



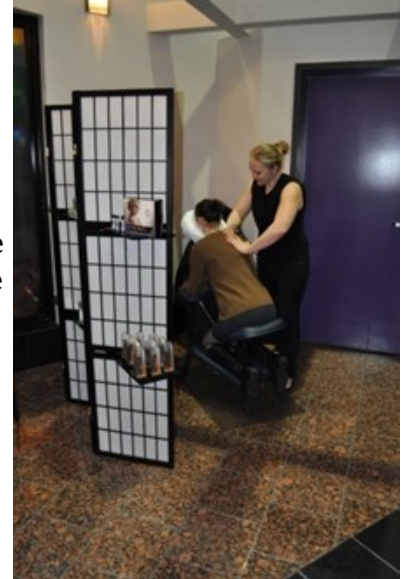
— Article by Tim Lufkin, Airport Operations Officer & Construction Coordinator

LEASING UPDATE



NORTHERN LIGHTS SPA IS EXPANDING!

The Northern Lights Spa will be opening a massage kiosk in the pre-security area near Alaska Luggage and Seafood. They will be offering chair massages at first and will add full-body massages in June.



DINNER WITH FRIENDS AND FAMILY

The pre-security Norton Sound Restaurant should be opening by mid-summer. You will be able to share your favorite Norton Sound foods as well as your favorite adult beverage with friends and family before they return home. As stated in the last issue, you will be able to receive 2 hours of free parking with a minimum \$25 purchase.

KULIS BUSINESS PARK

The former Kulis Air National Guard Base was closed and the property returned to Airport inventory in 2011. Since that time the remaining buildings have been shown to various entities for a variety of purposes. Unfortunately, we had no takers until Northern Air Cargo leased one building for Shell operations over a year ago. Since that time there have been a lot more showings of the buildings, again with no takers, until this past winter. We are happy to announce the sale of the warehouse building to J&M Properties, LLC. They will be operating their air freight forwarding business from the facility.

If you know anyone who's looking for a nice C-130 size hangar, we have three available. (Other buildings also available.)



— Article and photos by ANC Leasing Section

FUEL TANKS AND REFUELING

A number of regulations and standards apply to aircraft re-fueling operations. Most are intended for large commercial fixed base or part 135 operators with permanent tank installations and those who provide commercial refueling services.

Take a drive around Lakes Hood and Spenard and you can see that aircraft fuel storage and refueling practices used by the general aviation community vary widely. You can spot fuel containers and tanks of every size and configuration. There are tanks on snow-machine trailers, tanks in the back of 60 year old 6x6's, old tanker trucks, drums with hand pumps, 5 gallon cans and a few state of the art double walled tanks with all the bells and whistles. All of these tanks and containers are also subject to certain regulations and standards to ensure fire safety and minimize potential environmental impacts.



To discuss all of the regulations and their purpose in this newsletter is impractical, but they are all based on the International Fire Code (IFC) and the National Fire Protection Association (NFPA) standards that are adopted by the State of Alaska and local fire departments.

Other regulations that specifically apply to fueling operations and fuel storage at LHD and ANC are found in Title 17, Chapter 42 of the Alaska Administrative Code. Chapter 42 discusses specific regulations pertaining to Ted Stevens Anchorage International Airport and Fairbanks International Airport. The section on fueling operations and fuel storage is presented below.

17 AA C 42.055 - Fueling operations and fuel storage, states that: A person shall conduct fueling operations and fuel storage on an airport consistent with fire codes and other applicable law.

A land lessee or a tie-down permittee conducting self-fueling operations on the lease or permit premises and an operator of a commercial fueling service on an airport shall maintain spill prevention and response capability readily accessible to the site where the fuel is dispensed or stored.

Before providing a commercial fueling service on an airport, a person must obtain a lease, permit, or concession that authorizes commercial fueling services. In addition to the rent or other fee charged in a lease, permit, or concession, the department will charge a fuel flowage fee under 17 AAC 42.125 to a person who operates a commercial fueling service on an airport. The department will charge the fuel flowage fee only once on a gallon of fuel dispensed at an airport. Unless a lease, permit, or concession provides otherwise, fuel manifested as cargo and carried aboard an aircraft in a container not connected to the aircraft's engine is exempt from the fuel flowage fee.

A person may not fuel an aircraft while a main engine on the aircraft is running unless running the engine is necessary due to extreme cold; a main aircraft engine must remain running to restart another engine on the aircraft; or running the engine is allowed for hot fueling under N.F.P.A. 407, "Standard for Aircraft Fuel Servicing," 1996 Edition, which is adopted by reference.

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The owner of a fuel storage container or mobile fuel container located on an airport shall immediately report any leakage of fuel from the container to each regulatory agency with jurisdiction over the leak and to the airport manager; and repair any fuel leak.

A person may not keep or use a mobile fuel tank on an airport unless the person uses the tank in a safe, non-leaking manner and the tank is readily movable at all times. If the airport manager determines that a person is keeping or using a mobile fuel tank that does not comply with the applicable requirements of this section, the manager shall require the person to cure the noncompliance or remove the tank from the airport.

Except as otherwise provided in this chapter or as the airport manager otherwise authorizes, a person must store fuel on an airport in a permanent fuel storage tank. A permanent fuel storage tank may be installed only on premises.

Even more important than how a fuel tank is configured is how it is operated. Follow these guidelines to ensure that operating your tank and refueling your aircraft is done safely in an ecologically friendly manner.

- Know the capacity of your fuel tank before filling and check to see that your fuel gauge is accurate.
- Have absorbent pads/spill response supplies on hand in the event of a spill.
- Stop pumping before your tank is completely full to allow room for the fuel to expand, especially in hot weather.
- Never leave a gas hose unattended while refueling. Automatic shut-off nozzles aren't always reliable.
- Fuel on land whenever possible, and use a funnel when filling portable tanks.
- Always appropriately ground and bond the aircraft and fuel tank/system before refueling.

Do not use detergents to disperse a sheen or spill on the water – it's illegal. Such products seem to make the fuel disappear, but in reality it just sinks below the water surface, making it very difficult to collect. The UV rays from the sun will breakdown the fuel much faster if it is left on the surface.

Report all spills! Spills to the water must be reported immediately. In Anchorage call (907) 269-3063 for the ADEC spill reporting hotline.

If you would like information regarding spill prevention and response or help understanding the environmental regulations covering ANC and LHD please contact:

Tom Johnston, Airport Environmental Program Specialist at 266-2546.

**For more information
regarding spill prevention
& response please contact:**

**Tom Johnston,
Airport Environmental
Program Specialist
at 266-2546**

2014 AIRPORT CLEAN-UP DAY

Every spring, when breakup is over, a dirty secret is unveiled, trash and litter that has been hidden beneath a cover of snow. So every year Ted Stevens Anchorage International Airport (TSAIA) holds our annual Airport Cleanup Day to remove rubbish and debris from over 4000 acres of land and 62 miles of roadways that make up airport property.



On May 2nd this year over 200 people partook in the cleanup event and collected ~5500 pounds of garbage. The majority of the participants are employees and family members of civic minded airport businesses who offer their staff an opportunity to get outside for a couple hours and help out during Airport Cleanup Day. Because of the success of the event, the word has spread and now we have companies from all over Anchorage who contact the Airport Environmental Section and offer to have their workers to come out and help. The number of private citizens and children joining us on Cleanup Day has risen substantially as well. In addition, many companies try to get a jumpstart by cleaning up around their leaseholds and roads before the official Airport Cleanup Day. As a result Airport Cleanup Day has turned into is a team building exercise and offers airport employees a chance to interact with their peers from other companies.



Airport Cleanup Day was conceived by the Airport Environmental Section in the mid 1990's to complement the citywide cleanup event that has been spearheaded by the Anchorage Chamber of Commerce since 1968. It began with a very small group of individuals who wanted to reward those helping to pick up litter along airport roadways with a picnic lunch. The businesses around the airport were made aware of the event and soon more and more companies started letting their people help out and come to the picnic. As the number of participants increased so did the size of the picnic. After a couple of years it became obvious that a couple packages of hot dogs were no longer enough. The LSG Skychefs flight kitchen and HMS Host stepped up and offered to donate the food for the picnic and have continued to do so ever since. In addition, trash bags for the event are donated by ALPAR (Alaskans for Litter Prevention and Recycling) and Pepsi Bottling provides the beverages for the picnic.



The picnic is a big draw to the event but there are also lots of door prizes that are donated by the airlines and businesses around TSAIA. For the past couple of years JetBlue has provided airline tickets that are given away as the grand prize. The donations of food, beverages, trash bags, door prizes and employee's time are the backbone of Airport Cleanup Day. Without these valuable donations the cleanup event would be much smaller and not nearly as much fun. Almost every company operating at TSAIA has at one time provided items with their logos such as caps, t-shirts, jackets as well as gift certificates and other items as door prizes. Everyone who helps with the cleanup and comes to the picnic typically receives a door prize.

Airport Cleanup Day is held every year on the first Friday of May, but keeping the airport clean is a year round job and the Airfield Maintenance Section is very good about regularly policing the roadways and ensuring that visitors to Anchorage are left with a favorable impression of our community as a clean place to visit, live and work. Airline employees also provide a valuable service towards keeping trash off of the airfield and away from aircraft operations.



— Fuel Tanks and Refueling & Clean-Up Day articles by Tom Johnston, ANC Environmental Section